

## IMPORTANT NOTICE

### TO COMMERCIAL VEHICLE OPERATORS

The critical shortage of truck tires makes it mandatory for each truck operator to maintain tire care and get the last possible mile out of each tire.

Upon any certification by an Official OPA Truck Tire Inspector on any future application for truck tires submitted by you, which indicates that you have either abused or neglected your tires, your War Price & Rationing Board, acting under the authority of Section 1315.501 (b) of Ration Order 1A, will deny you a certificate for the replacement of such abused or neglected tire or tires.

Observance of the following tire conservation measures will increase the life of your tires and greater mileage will be secured.

\*\*\*\*\*

#### CORRECT

- Wheel and axle misalignment
- Mismatched duals - dual spacing
- Broken and shifted springs
- Worn shackles - "U" bolts, spring clips
- Bent or damaged rims -- improper size rims
- Leaking valves
- Hub assemblies throwing grease
- Brakes out of round

#### CHECK

- For overload - don't overload tires beyond their rated carrying capacities; conform to tire manufacturers recommendations as established by the Tire and Rim Association.
- Proper distribution of load
- Excessive speed -- maintain victory speed limit
- Over-inflation or under-inflation of all tires -- Synthetics must be watched carefully for proper inflation -- follow standard inflation table of the Rubber Manufacturers Association. OVER-INFLATION DOES NOT COMPENSATE FOR OVERLOAD!
- Valve caps
- Air pressure "cold"
- Proper mounting of synthetic tubes -- use soapstone
- Cuts, snags, and breaks; repair with permanent vulcanization. Inspect tires regularly for such injuries.

#### WARNING

DO NOT WEAR YOUR TIRES BEYOND THE RECAPPING POINT. IT IS YOUR RESPONSIBILITY TO SEE THAT RECAPPING SERVICES ARE SECURED AT THE PROPER TIME. NEGLECTING TO RECAP YOUR TIRES IN TIME IS THE HIGHEST FORM OF ABUSE.

CONSULT YOUR RUBBER SUPPLIER FOR PROPER CONSERVATION METHODS